

The Terminal boosts and advertises Richmond, directly increasing your property values.

RICHMOND TERMINAL



The Terminal is the oldest newspaper in Richmond and has the confidence and support of pioneer

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No. 13

Richmond Taxpayers Demand Relief CHARTER FRAMED TWENTY YEARS AGO NOW OBSOLETE AND SHOULD BE "SCRAPPED"

New Charter For Richmond Is Now Prime Necessity; City Has Outgrown Baby Clothes

The proposal for a new charter should come from the city council itself. Its members are elected to serve the best interests of the people. Is there no member of the council who will make the demand that steps be started to obtain this needed modern form of government?

If there is any politician or officeholder who would oppose a new charter he is inimical to the best interests of his city. There is not a capable city employee who could not hold office under a new form of government. They are all presumed to be competent or they would not be where they are. Then why worry about a change in form of charter?

There is not a councilman who cannot run under a new charter.

It would be better that all nine agreed that five councilmen should be paid adequate salaries and have time to administer affairs to the fullest benefit of the city than that nine should be paid \$50 a month each and have so little to devote to the welfare and growth of Richmond.

It is being true that the government as proposed under a new charter can be had at the same or less cost than the taxpayers are now bearing, there is not one reason why we should not have the efficient form of government instead of the obsolete.

All citizens should think deeply on this matter and act. We all want the most growth and the most prosperity possible. A new charter is a prime necessity for both.

Richmond Industrial Commission Is Deserving of Praise For What It Has Done For the City

We have paid our compliments to the local chamber of commerce for its support of the Parr lease that doesn't bring the taxpayers any revenue and for putting over bonds for cargo wharves when deep-water industrial lands for factories that will spend their own and not the taxpayers' money should have been provided, and now we want to take a fall out of another organization that should come in for a little enlightening comment.

This is our old friend the Richmond Industrial Commission. We want to ask something about why it kept so quiet at the time the public was being led to believe that unless the Parr lease was put over, Richmond would not get the Ford plant, when facts that have come to light show it should have made a noise in the interests of the people.

It is becoming known that at the time the frenzied move to get the Parr lease planted was under way, the Industrial Commission had been working with the Ford people a long time and that it virtually had the plant located. Why did it not make this fact known when the people were being told that unless the Parr lease was granted the Ford plant would not come. The Ford officials denied in answer to a direct query that location of the plant here depended in any way upon granting of the Parr lease, but those working to put this lease over boldly asserted just the same that if there was no Parr lease there would be no Ford plant.

We have been told that the Industrial Commission has stated in its own defense that City Manager McVittie and City Engineer Hoffman knew of the status of affairs; that they had prepared a contour map of the Crellin property at request of the Industrial Commission for use of the Ford people and supplied some sewer and other data to go into the final report and furthermore that the organization had informed both the local dailies that Ford engineers and Ford

everybody pull for that direct highway to bring traffic to the Southern Pacific ferry. We need it.

Live Richmond Topics For Our Readers Especially Interesting to Taxpayers

The Parr lease as it stands, isn't as bad as "the boys" tried to make it at that. Few know how three proposed drafts went before the council, each one a little stronger than the preceding one. The 3d provided in substance that "all lands now owned or to be acquired by the Parr Terminal Co. should be bulkheaded and filled at the expense of the city," with the saving clause that the city's ability to pay would limit the work.

If the city had bought tidelands out by the Van Damme ferry, the city would have had to fill them if financially able. That was going so far that objection was raised. Councilman Harry Plate helped modify this, though he voted for the lease. The accepted draft provides that lands owned by the company at the time of the lease should be reclaimed for it at the people's expense. It is doing quite well even at this, thank you.

When an engineer gets the job of preparing specifications and supervising construction of a business block or a wharf, or anything, the inspection to see that specifications are met, is up to him. The fewer inspectors he employs or the cheaper they are the more money he makes.

Sending of Richmond Representatives to Fight For This City's Claim Among the Bay Ports Was Opportune

The city of Richmond could not have made a better expenditure than that incurred in sending representatives to Portland to fight for Richmond's inclusion among the bay ports that are to receive the benefit of the lower port-to-port rate asked by the Southern Pacific Co. This rate if left to apply to only San Francisco, Oakland and Berkeley would work severe injuries to some of Richmond's factories. It would allow manufacturers of the other communities to ship by rail to Portland much cheaper than could the factories in Richmond.

Every dollar spent to protect our local industries is a dollar well spent, and the council did well to act on the matter promptly, once the industrial agents had sounded the alarm.

Right here is shown the absolute necessity of some organization raising money and employing an industrial agent for the city of Richmond to bring in new plants, sorely needed, and watch over the interests of those already here. If Ralph Bergen of the Certain-teed and Benjamin Thomas, traffic manager of the Standard Sanitary Manufacturing Co. had not been

We said last week that the Ford plant would be built soon. Application of the Southern Pacific for a revised permit for its spur to the site and announcement that the spur will soon be constructed is cheering. This spur will also reach the big new wharf units to be ready in July. There will be many carloads of freight to handle from the new docking facilities.

The suit brought by Salina Ellis for title to a strip of land across

Since The Terminal jumped into its present status as Richmond's most interesting and foremost publication, we have been receiving many letters, some merely commending us, a few criticizing for injuring our city by exposing things "that just as well be kept quiet," some containing checks for subscriptions, some mentioning affairs we should "get after." We are glad to receive all letters and all suggestions and especially all those subscriptions.

The common labor of the Standard Oil refinery is paid higher wages than some skilled men in other plants in the country. Every employee of the great refinery here gets top wages and the finest treatment. Any city that has a Standard refinery as one of its assets is fortunate. The highest type of men are employed.

There are some houses built by contractors merely after the dough that look just perfect outside and in to the inexperienced eye when completed but begin going to pieces soon after put in use. It can be the same way with a wharf when inexperienced people are moving on it from general appearance.

Lee Windrem is another hero who has come out of the harbor situation. When he brought his suit to break the Parr lease, a section of our good citizens who had been led to believe this lease the most wonderful thing that ever happened to Richmond, were ready to drive him into the bay. Now he is looked on as in a very different light. If he had a chance to put forward that referendum now, what a different reception it would get. But Lee, one of our cleverest attorneys, does not gloat. He merely shakes his head and smiles sadly, having a real human regard for his fellow citizens.

We are beginning to believe that we criticised the Richmond Industrial commission a little too severely, from the number of citizens who have spoken to us about the matter. We find that the organization has a good many appreciative friends in Richmond, despite the knocks against it one has heard. Merely propaganda from those on whose toes it treads by always having tried to do what was right and best for city, some tell us. Well, maybe that may be true.

THE TERMINAL subscription list comes every week. Put your name on the list and get the news.

Many Items Enter Into Wharf Building to Insure Safety

Some civil items that could enter into a badly constructed wharf, put up by contractors who had taken the job at too low a figure, calculating to make a profit by doing an inferior job at the expense of those who had to foot the bill are these.

Driving short piles, which might set in mud instead of hard material and would permit the concrete floor to sink under heavy weight of freight, making it useless.

Laying reinforcing steel for concrete flooring on the mud instead of blocks so the concrete could not work under the steel and become disengaged.

Improperly treating wooden piling and other timbers so the teredo worm would eat them, the worm usually getting in its work in a year or two in salt water.

Making an inferior mixture of concrete for piling artificially manufactured so its stability would be at below what it should be and allowing disintegration, even though the piling might stand easy driving.

Especially, in the case of wooden piling, improperly treating any that might have to support railroad rails with heavy freight, which would crash into the water after the teredo had worked long enough, as in the case of the Parr Terminal wharf in Oakland "spiked" the track and ordered that no more cars be run on such a trestle.

Numerous other things that might never come to light where the contractors were only out to get the dough.

The council contributes \$200 monthly to the Chamber of Commerce. We do not know just how this money is used but understand most of it goes to hire a publicity man to get things into the Oakland papers about the deeds of a few of those handling Richmond's destiny. It would better go toward work to get industries.

"Saw it in THE TERMINAL."

Present City Council of Nine Members Too Cumbersome For Business Purposes; Five Is Sufficient

One of the reasons we do not portant matters and not personally get industries is that obsolete form of government of ours. With a new charter and modern form of government we would see a new era in Richmond; not only more industries brought in, but a general awakening and betterment all along the line, to the advantage of our workers who must have payroll and to our merchants and citizens in general. Why can't we get that now?

With the old cumbersome council of nine members meeting regularly once a week at night, we haven't much to our government. Most of the members have jobs that prevent them doing any active work in behalf of Richmond's advancement, though free and active members of any city's governing body are the most potent influences for development.

With a well-paid council and mayor, say five in all, each one would have time to work for the interests of the city. They would have time to work collectively and individually on factory propositions, to actually learn all about our harbor development and about other im-

portant matters and not personally get industries in the interest of advancement. They would not rely on selfish interests to adjust matters or to handle affairs that should be held in the grip of the officials, paid to represent the people.

Look at our harbor situation today—the people paying a small crowd racing.

How much can our present council do daily in getting us a government airport, in bringing the proposed naval base here, in hopping onto the job across in San Francisco where there is a chance of landing a big industry such as the Pittsburg Plate Glass or a shipping terminal? Why they can't do anything if they give their private employment its due, and they are not sufficiently paid anyway to satisfy them in doing this active advancement work. Beside them are the many of them. We have probably lost a big fruit terminal and a packing plant in the last year through insufficient activity.

Think what five of our best citizens could do if they held well-paid council jobs and were headed by an aggressive mayor.

Chance For Chrysler Plant L

The Chrysler plant and the Shelling plant were prizes officials of other communities were after for weeks, helping civic bodies in the effort to land them. Oakland finally won. Richmond didn't even see the principals, though both were out here. Official help counts. These are merely incidents.

We can get this sort of modern government, with aggressive, properly paid officials at no greater cost than we are now paying for the obsolete government.

Present councilmen elected on

Constructive Economy in Government Were Constant Watchwords of President Coolidge; Tax Warning

President Coolidge pointed out in a recent statement that after eight years of applying business methods to the federal government, extravagance and useless expenditures have been eliminated to the extent that three reductions have been made in tax rates and nearly seven billion dollars has been cut off the national debt.

"It would be a great mistake," he said, "to suppose that we can continue our national prosperity with the attendant blessings which it confers upon the people, unless we continue to insist upon constructive economy in government. The margin between prosperity and depression is always small. A decrease of less than 10% in our national income would produce a deficit in the present budget."

"The costs of the state and local governments are rapidly mounting. From nearly four billion dollars in 1921, the national industries conference board estimates that they reached eight billions in 1927.

This is such a heavy drain upon the earnings of the people that it is the greatest menace to the continuance of prosperity. It is a red flag warning us of the danger of depression and a repetition of the disaster which overtook the country in the days of 1920."

Candidates are out in full force. Some of the "ins" are working for replacement, as well as the "outs" who have never been in, but like "Burke," are willing to be on the inside looking out.

With that new sheriff and five councilmen on the job who are giving their time to the city we will see industries.

A new charter will show a new city.

If Back Hurts Flush Kidneys

Drink Plenty of Water and Take
Glasses of Salts Before Breakfast
Occasionally

When your kidneys hurt and your back feels sore, don't get scared and proceed to load your stomach with a lot of drugs that excite the kidneys and irritate the entire urinary tract. Keep your kidneys clean like you keep your bowels clean, by flushing them with a mild, harmless salts which helps to remove the body's urinous waste and stimulate them to their normal activity.

The function of the kidneys is to filter the blood. In 24 hours they strain from it 500 grains of acid and waste, so we can readily understand the vital importance of keeping the kidneys active.

Drink lots of good water—you can't drink too much; also get from any pharmacist about four ounces of Jad Salts. Take a tablespoonful in a glass of water before breakfast each morning for a few days and your kidneys may then act fine. This famous salts is made from the acid of grapes and lemon juice, combined with lithia, and has been used for years to help clean and stimulate clogged kidneys; also to neutralize the acids in the system so they are no longer a source of irritation, thus often relieving bladder weakness.

Jad Salts is inexpensive; cannot injure; makes a delightful effervescent lithia-water drink which everyone should take now and then to help keep their kidneys clean and active. Try this; also keep up the water drinking, and no doubt you will wonder what became of your kidney trouble and backache.

EUROPE CRUISE June 25
CUNARD LINE, 52 days, \$600 to \$1300
Spain, Tangier, Algiers, Italy, Riviera,
Sweden, Norway, Edinburgh, Tro-
sachs, Berlin (Paris, London, Rhine,
etc.), Hotels, drives, fees, etc. included.
Mediterranean Cruise, June 26, \$600 up
Frank G. Clark, Times Bldg., N. Y.

New Rose Plants

A simple method of increasing rose bushes for one who does not care to make slips is by bending down a long branch until it can be partially buried in the earth. If it is pinned down in this position it will take root at a joint below ground and will soon become firmly established, after which it can be cut from the parent plant.

The method has the added advantage of the nourishing of the new plant from the parent plant while it is growing.

If you wish beautiful clear white roses, use Rose Ball Blue. Large packages at Grocers—Adv.

He's an Optimist

An optimist is anybody who is running 17,000 behind but figures that the eleven unreported precincts out of a total of 20,000 will upset the verdict. Detroit News



The Very Best Time

to take Dr. Pierce's Golden Medical Discovery is now. This herbal alternative extract makes the blood richer, live proves and repairs your system, restores organs into healthy action and builds up needed flesh and strength. Read this:

Mrs. Viola Gilliland, of 201 E. St. Edwards, Calif., writes: "Dr. Pierce's Medical Discovery is the tonic and blood enlivener that my mother and I have used for many years. It was so satisfactory that I have had no hesitancy in using it with my own family. It is good for everyone as well as a tonic that can be depended upon."

Ask your nearest druggist for Dr. Pierce's Discovery, in tablets or liquid and get 10 for trial package of tablets or Dr. Pierce's Clinic, Buffalo, N. Y. Write for free medical advice.

Observations From Height

The highest trustworthy meteorological observation that has been made was at Pavia, Italy, December 7, 1911, in a sounding balloon, which rose 35,000 meters, or 21,777 miles. The record height of an observation from a captive balloon is 9,200 meters, or 5.7 miles. A captive balloon may be sent only as high as the length of the wires or ropes holding it.

**FIRST BOTTLE
HELPED HER**

Keeps On Taking Lydia E. Pinkham's Vegetable Compound

Philadelphia, Pa.—"I always use Lydia E. Pinkham's Vegetable Compound before and after childbirth. I am a mother of three children—two little girls and a baby boy. I would get run-down, nervous, dizzy and weak sometimes so I had to lie in bed. I would take the Vegetable Compound as a tonic and I always saw improvement after taking the first bottle. I found it to be a good tonic. I always recommend your medicine to my friends and I cannot make too highly of it."—Mrs. A. L. Lovett, 1407 S. Front Street, Philadelphia, Pa.

Triumph Over Death



In the end of the Sabbath, as it began to dawn toward the first day of the week, came Mary Magdalene and the other Mary to see the sepulcher.

And, behold, there was a great earthquake: for the Angel of the Lord descended from Heaven, and came and rolled back the stone from the door, and sat upon it.

His countenance was like lightning, and his raiment white as snow:

And for fear of him the keepers did shake, and became as dead men.

And the Angel answered and said unto the women, Fear not ye: for I know that ye seek

Jesus, which was crucified. He is not here; for He is risen, as He said. Come, see the place where the Lord lay.

And go quickly, and tell His disciples that He is risen from the dead; and, behold, He goeth before you into Galilee; there ye shall see Him: lo, I have told you.

And they departed quickly from the sepulcher with fear and great joy; and did run to bring His disciples word.

And as they went to tell His disciples, behold, Jesus met them, saying, All hail. But they came and held Him by the feet and worshipped Him.

Trampled to death at one of these frenzied miracles of the holy fire.

At twelve o'clock the bells overhead break into a deafening torrent of sound. The procession emerged through the narrow lane from the Orthodox cathedral—banners borne by choristers and laymen, bishops following and finally the white-bearded and white-robed patriarch, a golden cross upon his crown. Three times the procession circles the sepulcher, diving through the swed and flushed crowd. Finally it halts before the low door.

The patriarch removes his crown and an acolyte bears it away on a silver dish. The high robes are removed and he passes into the sepulcher, followed by an Armenian bishop in coral biretta and blue stole.

Wild Exultation.

The tension is now at its highest pitch. A lane has been cleared from the smoke-stained hole in the side of the sepulcher to an outer door. Runners in white singlets and shorts are waiting at the hole and the crowd has resolved itself into a thousand clusters of tapers straining toward the hole through which the heavenly fire is to be given. A passionate suspense fills every dragging second.

The rest happens more quickly than the eye can take it in. A confused impression remains of the burst of a flaming torch from the hole; of a great roar of exultation drowned by the furious clangor of the bells; of half-naked runners dashing away with blazing torches held high over head; of fire dancing from taper to taper and candle to candle until the entire rotunda glows with a million wavering points of brightness; of the aged patriarch staggering from the sepulcher holding aloft three blazing bundles of tapers—an unforgettable figure of gleaming white against a background of dark faces and dancing fire.

There remains the memory of his white form carried struggling and swaying into the Orthodox cathedral. There remains, too, the memory of the processions circling the sepulcher rejoicing in the possession of the redeeming fire.—New York Times Magazine.

Easter Eve

I saw two women weeping by the tomb. One was new-buried, in a fair green place. Bowed with sorrows; the eve retained no trace of sight that day performed but the taste of grief.

On Easter day was opened again the sky.

The sun was born and bright above the wood.

The hours brought tales of a multitude.

Music, and sheet, and mingled revelry.

At length came gleaming through the thickets.

Heads and caps, and a steel-orned band.

Watched round the sepulcher in solemn staid;

The eight-word psalm, from man to man con-

veyed; *Eccl.*

And I could see two women rise and go

Under the dark tree, moving end and slow.

—Hour After, D. D., in Kansas City Star.

From these simple services the astounding spectacle of the holy fire is a violent transition. It is moving beyond belief, but it is a devotional rite. This is the annual miracle of the bringing down of flame from heaven and the thousands of believers who have waited all night around the sepulcher in the rotunda where the flame descends are moved to an uncontrollable emotion as the hour nears.

By ten o'clock on the morning of the Saturday before Easter the floor of the rotunda is packed with a seething, swaying, murmuring mass, leaving only a narrow lane from the old Crusaders' church, now the Orthodox cathedral, to the door of the sepulcher, where police, holding hands, preserve a way for the coming of the patriarch. Higher in the rotunda the arched windows of the ambulatory and the upper galleries below the dome are similarly crowded.

Scene of Color and Frenzy.

The gold and silver of hanging lamps, the bright garments of the women in the galleries and the blinding red of the fezzes struggling about the walls of the little pinnacled sepulcher below, the low roar of voices rising into snatches of chanting and the clapping of hands in rhythm, the sudden eruption of angry shouts as a flying wedge of men bearing a frenzied singer on their shoulders seek to force their way nearer to the sepulcher, only to be met and broken up by a rush of police, the never-ending rhythmic chant which gives time and beat and measure to the rising tension—all these comprise a scene overwhelming in its effect. Back in the '20s more than 300 people were

Liechtenstein



A Young Liechtensteiner.

(Prepared by the National Geographic Society, Washington, D. C.)

WHEN Prince Johann II of the little principality of Liechtenstein died a few weeks ago in his eighty-ninth year, there came to an end the longest reign in the West since the days of Louis XIV of France, seventy-one years. But more than the reign of Johann ended. Under provisions which this fatherly monarch had made, his little mountain-rimmed domain ceases to have a princely ruler and becomes virtually a part of Switzerland.

If you are a map traveler, Liechtenstein-bound, follow the castled Rhine, skirt the Black Forest to Basel, swing east past the Falls to the shed at Friedrichshafen, and you are on the Lake of Constance, or Bodensee, shared by Switzerland, Austria, and Germany. Turn south for 20 miles up the broad valley between Switzerland and Austria and you reach the northern tip of the principality of Liechtenstein which for the next 15 miles looks west across the Rhine.

To north, the arms of the Y confine a wide triangle of level, marshy land, with three small groups of houses spaced across its farthest edge. Above them rises the Schellenberg, which balances the Klein-Mels Trubach bridge, one of the four-covered wooden structures which furnish communication with Switzerland across the next mile of the Rhine.

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To reach Liechtenstein in person requires self-discipline. One must leave Paris and Switzerland behind and stop short of Vienna and Budapest. Forgo an evening in Paris, be aboard the Budapest steamer just before 6, and before lunch time you will arrive at Buchs, Switzerland. A few miles to the east you will be set down at Schaan-Vaduz, the division line station between Schellenberg and Vaduz, once separate units and parts of the Roman Empire.

Above Schaan-towers a wild rock face, scarred and torn by time's shrapnel. Closing in the southern end of the landscape is the Falknis group, almost as rugged. Between the 7,000-foot Kuhgratpizte and 8,420-foot Falknis the country's backbone dips to a scant 5,000 feet, so that one can look across this saddle to the Naafkopf, whose 8,441 feet, shared with Austria and Switzerland, marks the highest of a dozen or so more-than-mile-high peaks in this puny principality.

One who thinks of the principality as a part of the Swiss customs union expects this small mountain-side state to be west of the Rhine, leaning against St. Gallen instead of hanging to the shoulder of Vorarlberg. But political changes hurdle a river easier than mountain-high mountains do. Until 1919, free Liechtenstein was economically allied to Austria. The "K. K." denoting kaiser and king, of the Schaan post office, though partly obliterated, is still visible.

Agriculture and Industry.

Here the Rhine is no romantic river for deep-water sailors; with a prima donna mermaid parading her tresses before bobbed-haired tourists. It is a shallow stony torrent bed, now dry in spots, now foaming with the force of Alpine glaciers. Man has taken the river in hand, overcome its meandering habits, and confined it to a prosaic, though curving banks.

The Schaan valley, narrow, thickly wooded for the most part, and lighted at its bottom by a silver-green, impetuous river, cannot be seen from the Swiss slope, but as the observer includes in his view the heights beyond it, he can safely be said to command the entire country in one glance.

Travellers can see it all.

Probably no other state except Monaco has been seen in its entirety by so many people. Neither Andorra nor San Marino is so advantageously placed. Every visitor in the Swiss society resorts of Davos and St. Moritz could look the length of the principality from Sargans before his train turns south away from Liechtenstein.

The traveler to the Lake of Constance and Germany passes the whole land in review. The passenger train to Innsbruck and the Tyrol or the tri-weekly Orient express rides the rails that separate Liechtenstein into the highlands and low.

Schaan, express stop and metropolis, has plate glass windows in which ready-made gowns in late styles are displayed, though the women usually spend their money for durable gingham. One shopkeeper has tempted fate by keeping modern millinery.

To the right the mowing-machine blade of a saw-moth factory roof cuts the green of pine and beech. Further south is the capital, with the old chateau, founded on Roman ruins, hanging over it like an eagle perched above its nest and looking at the eggs between its feet.

To the right of the castle the bottom green forest, veiling the forces of half domes upon whose tops are pleasant plateaus, all that remains of trees kindled at sundown the day before, and the scene shifts to a little abode covered with twigs between its feet.

When the tribal dance ends the Indians move away from a bank of smoldering embers, all that remains of fires kindled at sundown the day before, and the scene shifts to a little abode covered with twigs between its feet.

The mowing-machine blade between Schaan and Vaduz edges a spinning-mill roof. The Trienen smokestack

SCIATICA



YOU have undoubtedly used Bayer Aspirin for headaches and know how promptly and completely these tablets relieve the pain. They are even more wonderful in the relief of such serious suffering as sciatica; lumbago; rheumatism and those aches and pains that are bone deep. They don't affect the heart, and they do dispel the pain. There is nothing quite like genuine Bayer Aspirin, but see that you get the genuine. It has Bayer on the box and inside are proven directions for many important uses it is well to know.

Views of Mountain and Valley. South of Trienen there is little evidence of man's works. At Balsara a large memorial church and a rock mass surmounted by Burg Gutenberg, never captured, but now used as a hotel, are dwarfed by the Mittagspizze and the Falknis, and are almost lost in the broadened plain whence a valley road mounts Luzenstein. At the foot of the Swiss Fischberg, which balances the Schellenberg, is Klein Mels. The small cluster of houses is merged into a green plain cut by a white road leading to the Klein-Mels Trubach bridge, one of the four-covered wooden structures which furnish communication with Switzerland across the next mile of the Rhine.

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PETALUMA HATCHERY

Accredited by the Sonoma County Farm Bureau and under one management since 1902. H. L. Reid Chickens every Monday. White Leghorns every day, 15¢ and 25¢ egg strain. Free catalog. Ask us about outlets and a good breeding system.

W. C. CLARK

Petaluma, Calif.

Salmon Wanted with car, to sell shock absorber of great merit

